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25X1 Approved For Release 2008/11/07 : CIA-RDP80-00810A007100220008-4 CENTRAL INTELLIGENCE AGENCY INFORMATION REPORT CD NO DATE DISTR . . 1 July 1955 COUNTRY Poland NO. OP PAGES 2 SUBJECT Railroads and Highways in the Slupsk (Stolp) NO. OF ENCLS. PLACE 25X1 **ACQUIRED** SUPPLEMENT TO DATE OF INFO. REPORT NO. THIS IS UNEVALUATED INFORMATION 25X1 The Stattin-Scargerdokoeslin-Schlege-Stolp Jackhburg-NeustadioGdingon railroad line is single-track. In late November 1953, two fast trains and five passenger trains operated daily on the line in both directions. No information was available on the volume of freight traffic handled. The Stolp-Rummelsburg line is also single-track. New wooden and steel ties were laid on the line in the last years. The Stolp-Stolpmuende line, which was also single-track, handled a large volume of traffic. The line was also used for coal trains from Upper Salesia. The coal is transloaded to water at Stolpmuende. Standard-gauge branch lines available in the Stolp area included the a 25X1 a. Stolp-Karzin-Kuhnhof-Stolpmuende line; Kuhnhof-Schmolsin line; o. Gabel-Zezenow line. These branch lines have been deactivated and their rails have then dismantled. 2. Most of the locomotives operating in the area were of German make. The locomotives were obviously in good condition. Fast trains were composed of modern four-axle cars of Polish make, while most old German passenger cars were connected to passenger trains, Rolling stock was well maintained. Both old German and modern Folish cars wer used for freight trains. The cars was in good condition, but there seemed to be a shortage of freight cars, because the railroad administration pressed for speedy loading and unloading of freight cars, 2. 5. The only long-distance highway available in the area was the Stettin-Stelp-Danzig highway. This highway was about 5 reters wide, and its sarrace was partly tarred and partly paved. The highway was well maintained, but traific was very light, 25X1 because trucks are not used for long-distance hauling in Poland. All the other roads in the Stolp area were in poor condition and their surfaces had sany potholes. were the Stolp Six or seven bus lines extended from Stolp. Glowitz, the Stolp-Dammen, and the Stolp-Rathsdammitz bus lines. These lines were operated by the state and the buses in use were mostly modern Renault buses.

Comment. The Stettin-Belgard line section is double-track. The information that the Stolp-Lauenburg line section is single-track has been received for the first time.

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